

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:45 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 299 Const Calendar Day: 605 Date: 06-May-2011 Friday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 04:30 pm Break: 00:30 Over Time: 01:00

Federal ID:

Location:

Reviewer: Mathur, Lalit

Approved Date:

Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60**Precipitation** 0.00"**Condition** Sunny with high windsWorking Day ☒ If no, explain:**Diary:**

Dispute

**Work description.**

- See Chris Havel, Alex Schmitt and Abbas Iranmanesh's diaries for more details regarding ABF and Macalloy's equipment, labor, and operations for the stressing (100% of Pjack) of the South W2W Hinge K pipe beam assembly. Also for beginning of stressing the North W2W Hinge K assembly Macalloy rods to 25% Pjack or to "snug".
- Assisted, monitored field operations and helped resolve any pertinent issues related to stressing the Macalloy rods with Chris Havel and Alex Schmitt.
- Abbas Iranmanesh's diaries for more details regarding Conco's equipment, labor, and operations for forming the W2 west jacking saddle base plate grout pad.
- See Alex Schmitt's diary for more details regarding the stressing (100% of Pjack) of the W2W west deviation saddle anchor rods.

**04-0120F4 Bid Item: 060 W-W2C-WDS.060 W Line W2 Cap West Deviation Saddle**

AMERICAN BRIDGE/FLUOR, A JV

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	JNM	RIGOVERTO GARCIA	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	APP	JOHN CALZASCIA	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	FOR	JERRY KUBALA	8.00	0.00	0.00	8.00		<input type="checkbox"/>

**Diary:**

Dispute

**Work description.** 060 W-W2C-WDS.060

The following equipment was used for stressing the W2W west deviation saddle:

//Boltight Pumps//

- 1.) Serial Number = 0507574 and Type = BT1507-1
- 2.) Serial Number = 63622-2222000136 and Type = BT1507

//Boltight Jacks//

Broken jacks not used at all:

- 1.) RN# = 4035
- 2.) RN# = 4036

Jacks used on the top portion of the W2W west deviation saddle:



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- 1.) RN# = 4043
- 2.) RN# = 4051

Jacks used on the bottom portion of the W2W west deviation saddle:

- 1.) RN# = 4060
- 2.) RN# = 4063

Spare Jack that wasn't used:

- 1.) RN# = 4064

The following are the general comments related to the stressing operation:

- 1.) The remaining 64 anchor rods of the W2W west deviation saddle were stressed today to the initial load. The ironworkers went out of sequence where they did "Setup #5" before "Setup #4". The general sequence was followed where the rods were stressed inside out. Also the anchor rods were stressed to 100% Pjack at a gauge pressure of 17,250psi. This was done twice on all rods as the ironworkers tried to tighten the nut to mitigate seating losses. Also the ironworkers began to stress or perform lift offs on 11 anchor rods in Set-up #1 to verify the Pjack load. Some additional tightening of the nut was done but there were far less turns that had to be done with the ratchet to tighten the nut hence less prestressing losses.
- 3.) The ironworkers applied the proper gauge pressure of 17,250psi throughout the stressing operation.

### Attachment



ABF ironworker tightening the nut with a ratchet that moves the nut fastener.



Grout that had to be cleaned off a W2W west deviation saddle anchor rod prior to stressing.



Conco carpenters forming the W2 west jacking saddle grout pad for the base plate.



ABF ironworker in the process of tightening the nut of a W2W west deviation saddle anchor rod while stressing is in progress.

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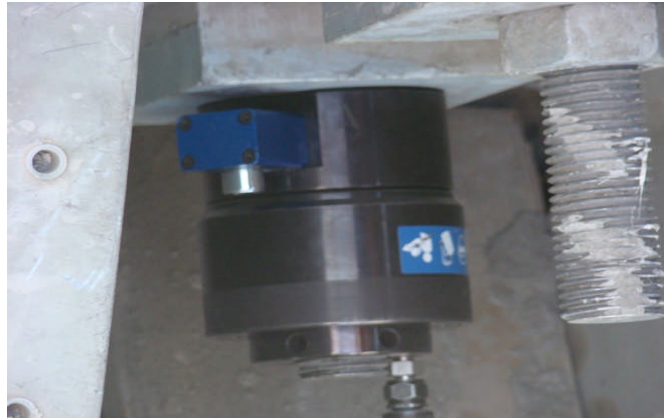
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ABF ironworkers in the process of stressing the W2W west deviation saddle anchor rods.



Boltight jack stressing a W2W west deviation saddle anchor rod.